

Thank you for purchasing this Dynojet kit. This kit has been developed for a motorcycle which is set to the parameters listed at the right in the "Stage" description. If your motorcycle does not meet any of these parameters please check with Dynojet before installation. For technical assistance contact your Dynojet distributor or call Dynojet U.S.A. (800)-992-4993

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**E2132.005**

European Models Only

1988-90 Kawasaki ZX10

Stage 1&3

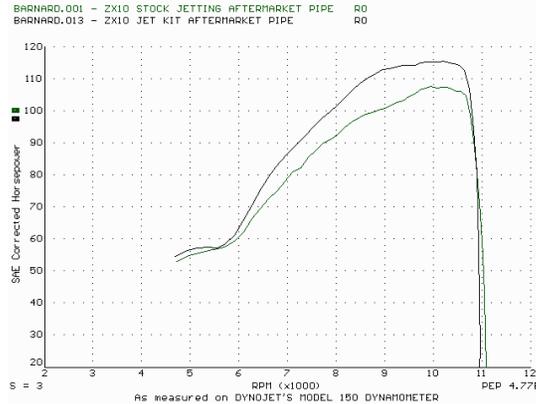
**STAGE 1**

For mildly tuned machines using the stock airbox, with stock or K&N filter #KA-0003

**STAGE 3**

For mildly tuned machines using individual filters or velocity stacks. K&N filters #RC-2952

Both stages may be used with a good aftermarket exhaust



*This graph shows a typical gain with a Dynojet jet kit.*

# WARNING

**NO SMOKING!  
 NO OPEN FLAME!  
 WHILE INSTALLING  
 YOUR DYNOJET KIT**

## Parts List

4	Main Jets	DJ128
4	Main Jets	DJ124
4	Main Jets	DJ150
4	Main Jets	DJ155
1	Slide Drill	DD #31
4	Fuel Needles	DNO232
8	Adjusting Washers	DW0001
4	E-Clips	DE0001
4	Slide Springs	DSP005

**STAGE ONE INSTRUCTIONS**

1. Remove vacuum slide from carbs. Remove stock needles & spacers, noting order of assembly.
2. Using the slide drill (DD #31) provided, drill your slide lift hole (Fig. A). The picture may not show your slide exactly. Drill your existing slide lift hole only, do **not** drill any new holes and do **not** drill the needle hole.
3. Install the Dynojet needles on groove #2, using all stock spacers (Fig. A). Install the Dynojet washers above the E-clip (2 per needle).
4. Install the Dynojet slide springs in place of the stock slide springs.
5. Remove the main jet and replace with the Dynojet main jets provided. Use the DJ124 main jets with stock exhaust pipe, or use the DJ128 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jets you are changing are the main jets.
6. Locate the Fuel Mixture Screws (Fig. B). carefully turn mixture screw clockwise until seated, then back out until you find your best idle. Our base setting is 2-1/2 turns.

**Note:** This bike is very sensitive below 4,000 rpm. If you are experiencing problems in this area we suggest the following. First, leaning the needle. Second, we suggest slowing the slide speed by using epoxy to shut the slide lift hole and drilling out to .100. You may also try the stock slide springs but, we have found this to take away acceleration. A final alternative is to degree the cams to 102 degrees intake and 105 exhaust.

**STAGE THREE INSTRUCTIONS**

1. Dynojet does not recommend this kit be used in stage 3 parameters. Stage 3 was only developed for highly modified machines (cams, big bore etc.) If you insist on running stage 3 we recommend buying our velocity stacks (PN DVS001) for inside the filters.
2. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly (Fig.A).
3. Using the slide drill (DD# 31) provided, drill your slide lift hole (Fig. A). The picture may not show your slide exactly. Drill your existing slide lift hole only, do **not** drill any new holes and do **not** drill the needle hole.
4. Install the Dynojet needles on groove #2, using all stock spacers (Fig. A). Install the Dynojet washers above the E-clip (2 per needle).
5. Install the Dynojet slide springs in place of the stock slide springs.
6. Remove the main jets and replace with the Dynojet main jets provided. Use DJ150 main jets with stock exhaust pipe, or use the DJ155 main jets with aftermarket header or slip-on with high flowing baffles. Be sure that the jet you are changing are the main jets.
7. Locate the fuel mixture screws (Fig. B). carefully turn mixture screw clockwise until lightly seated, then back out until you find your best idle. Our base setting is 2-1/2 turns.

Fig. A

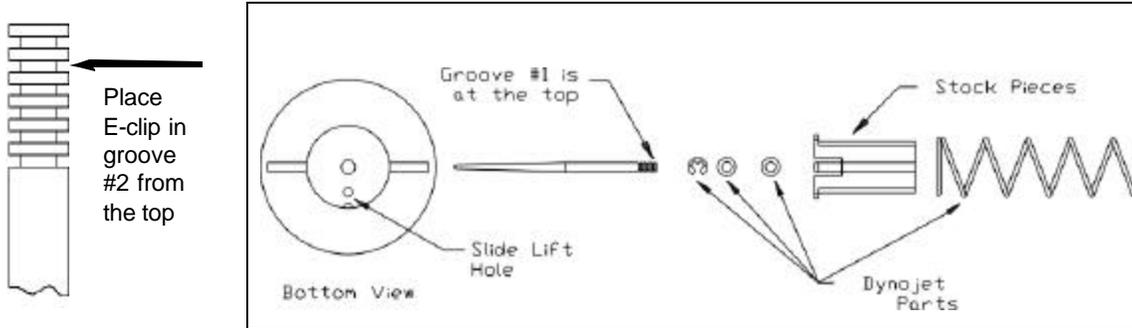


Fig. B

